

INTIMATION

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WINE AND SPIRIT MERCHANTS

WATSON'S
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VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 104, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC**Chr. Ward & Sons.**

HONGKONG, MAY 18TH 1909.

The agreement reached after a third conference by the British, French and German financiers interested in the Canton-Hankow railway loan represents perhaps the best possible solution of a difficulty brought about by the Chinese Government's disregard of its obligations. A Chinese contemporary, we notice, has waxed very wrathful that the British Government should have instructed its representative in Peking to enter a protest against the action of the Chinese Government in concluding a loan for the Canton-Hankow railway without first having submitted the intention to the British Government in accordance with the terms of the Convention of 1905. According to our Chinese contemporary, this betrays a lack of genuine sympathy with China on England's part, because "it has been admitted by the highest British financial authority that the agreement of 1905 is not binding and that the loan was purely a business transaction with which the British Government has absolutely nothing to do." This can only be characterised as absolute nonsense. On September 9, 1905, the then Viceroy at Wuchang, CHANG CHIH-TUNG, who himself arranged this contract with the German Bank about which the dispute has arisen, wrote to the Consul-General at Hankow, Mr. FRASER, as follows:

In view of your services in obtaining for me a loan through the Hongkong Government of £1,000,000 on very fair terms, wherewithal to redeem the Canton-Hankow Railway, I give you a binding assurance that, should it be necessary to borrow funds abroad for the construction of the Canton-Hankow Railway, British financiers shall have the first option of undertaking the business, and if bought abroad, British firms shall have the first option of supplying the machinery and materials.

We may recall the fact that the present is not the first occasion on which the British Government has sought to protect its claims under this Convention. When in May 1907 the Viceroy at Wuchang was engaged in negotiating with the Yokohama Specie Bank a loan for the Canton-Hankow and the Szechuan-Hankow railways, the British Minister at Tokyo, under instructions from London, communicated to the Japanese Government the terms of the engagement made by China in 1905, giving preference to British capital in case a foreign loan should be required for these railways. He expressed the hope of the British Government that no loan might be granted by Japan which might prejudice British interests in regard to railways in China. The Japanese Government, upon receipt of that communication, took prompt steps to dissuade the Specie Bank from proceeding with the negotiations; intimated to the Viceroy that they had definitely withdrawn their support of the Specie Bank in the proposed loan, and added that in their judgment China had no alternative but to abide by the terms of her engagement with Great Britain. It shows the value which the Chinese Government places upon its solemn pledges when within a space of two years it again deliberately seeks to ignore the convention. The matter is one in which the Colony of Hongkong is directly interested, for when this Colony advanced to China over a million pounds sterling to redeem the concession from the Anglo-Russian group into whose hands it had passed, it was with the object of securing that the loan should not pass under other than purely Chinese or British auspices. All Powers are concerned to see that China does not ignore her solemn engagements made with either of them, and according to the published accounts of the Paris Conference a couple of months ago, even the German group admitted that the protest proposed to be entered at Peking was quite legitimate, the view they took of it being that "if it succeeded the Germans would doubtless be 'kicked out' (sic), but they would not 'lose face' in China, because they would not have broken their contract with the Chinese Government. The main obstacle to an earlier agreement of the three groups has been the question of control, the Germans urging objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissension and delays; but although the telegraphic summary of the basis of the compromise is silent on the point, it is to be assumed that the German representatives have given way on this essential point and so facilitated the settlement which has been reached on the basis that the three groups shall share equally in the loan and that the Canton-Hankow line shall have a British Engineer-in-Chief, while on the Hankow-Chengtu line the Engineer-in-Chief shall be German, and in the event of a further extension of that line the Engineer-in-Chief is to be a Frenchman.

The Rev. F. B. Meyer who is on a mission to the Far East is at present in the Straits Settlements.

The corner-stone of the new capitol building at Manila is to be laid on the morning of the 21st, nine o'clock, on Camp Wallace.

The deliberations about the delimitation of Macao will take place in Hongkong and for this purpose Glenealy Building has been taken.

The Ward Comedy Co. which has had a most successful season at Singapore, left the Southern port last week for Perth, Western Australia.

The contract for the erection of eleven mild steel bridges and one large breakdown crane for the Fokien Railway has been awarded to Messrs. Howarth, Erskine, Ltd.

At the Magistracy yesterday three natives were fined 37 each for having been in the servants' quarters at Astor House without permission.

Three cases of plague were reported during the forty-eight hours ended yesterday, two of which were fatal. The number for the week was six and four deaths. Three cases of smallpox were also recorded during the week.

An unusual case was heard at the Magistracy yesterday, when a Chinese was charged with hawking dog flesh. Mr. J. H. Kemp, before whom the case was brought, was inclined to believe that the defendant was not acting illegally and adjourned the matter for consideration.

Between Saturday night and Sunday morning some person entered the committee room of the Chinese Y.M.C.A., which was locked with the key left in the lock, and opened the safe by means of a duplicate key and stole therefrom \$237. The thief also took away with him a pongee silk long coat.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Li Kam Chuen	\$50
Kwok Ching-tan	50
Lo Ye Shing	10

At a meeting of the directors of Weeks and Co., Ltd., of Shanghai, it was decided to recommend the payment of a final dividend of 6 per cent, making 10 per cent for the year ended 26th February, 1909.

Capt. Wittslech of the German steamer *Loosak* reported on arrival at Singapore that the chief engineer, Mr. Winkelmann died on the 8th of April. The body of the deceased was brought on to Singapore where the funeral took place.

One of the busiest places in Manila for the past four weeks has been the Philippine Normal School, where 1,000 Filipino teachers and government students have been attending the combined industrial and academic course of the annual assembly of Filipino teachers.

The Bureau of Internal Affairs at Washington, has just disposed of a batch of bonds of the city of Manila amounting to \$995,000 at the rate of 10.22. A second batch of \$5,000 was disposed of at the advanced price of 105. The bonds mentioned are doubtless those issued for sewer and water-works construction.

The return of visitors to the City Hall Library and Museum for the week ending the 16th May, 1909, shows that of non-Chinese there were 403 to the Library and 200 to the Museum and of Chinese 218 to the former and 2,912 to the latter. The Library was, therefore, used by 621 persons and the Museum by 3,112.

A lady, Dr. Marie Stoops, D.Sc., has gained the distinction of being the first investigator to carry out an extended research into the primeval vegetable fossils of Japan. Dr. Marie Stoops, who is Lecturer on Fossil Botany at Manchester University, spent eighteen months in Japan, and was the first European woman to be allowed to go over the Imperial University. She is writing a report of experiences, which will shortly be placed before the Royal Society.

Referring to the appointment of Mr. William A. Rublee as Consul-General at Hongkong in succession to Dr. Wilder, a Manila contemporary says:—Consul-General Rublee will not be a stranger in Hongkong. He was United States Consul-General at that port in 1902. He was later transferred to Havana and, in 1903, to Vienna, from which place he comes to Hongkong again. William A. Rublee was born in Madison under the wholesome influence of the Wisconsin State University, that has yielded and still yields such a power in American politics and sociology. For some unaccountable reason he did what many another western boy foolishly does, went to Harvard University for his academic education. Like some other shining lights in the United States consular corps, Mr. Rublee was a journalist by profession before he became a diplomat. He made his beginning in the consular service at Prague, in 1890. Rublee was an editorial writer on the *Milwaukee Sentinel*.

After reading so much about the lack of good feeling between Americans and Japanese it is interesting to note what an American journal had to say just before the recent visit of the two Japanese cruisers to San Francisco. At the outset it refers to the fact that socially the American people are in debt to the Japanese to an extent which it will be difficult to repay. It proceeds:—"The Japanese are our most formidable competitors in a great many things, but there is one line in which we cannot afford to let them beat us if we can help it, and that is in courteous and abounding hospitality. Just what programme will be arranged is not yet settled, but, considering that the *Aso* and *Soya* are national ships, and that they are making what is really a visit of ceremony, it would seem proper for the Mayor to appoint a citizens' committee to take charge of the entertainment of our visitors, and, as the time is short, prompt action is necessary. The visit of two cruisers is not a great national occasion like the visit of a battle-fleet, but as it is to be formal and pre-arranged, a certain amount of ceremony is proper, and if there is any error at all in proportioning the reception to the occasion, it should be on the right side. California hospitality has come to have quite distinctive characteristics of its own, and we must give our visitors a first-class exhibition of it.

An advance in amusements on the high seas has been made on the P. & O. ss. *Namur*. One of the passengers Mr. W. A. Mace, I.M. Customs, had with him an optical lantern, and a fine selection of slides, as well as about 2,000 feet of cinematograph film. The first entertainment began with a portrait of the Captain of the good ship, the photograph and lantern slide both being done on board. This was followed by a series of pictures of the famous *Lusitania*, and of the White City, concluding with various interesting Shanghai views and studies. The second entertainment took place with a certain amount of pitching and tossing, but the arrangements were so carefully made that there was less risk in the moving pictures than often occurs on land. Beginning with Red Riding Hood for the children, it included moving pictures of Canadian grain steamers, conjuring, the man in the moon, and such like. Several slides in natural colours taken by the Lumière process, the exhibitor's own work, were exhibited and gave great pleasure. The Captain in thanking the operator and owner of the apparatus complimented him on the excellence of his exhibition, and remarked that it was the first time he had ever seen or heard of a cinematograph entertainment being given on the high seas. The light was not as powerful as desired, so the photos in natural colours were not quite as vivid as they would have been with better illumination, but in spite of the difficulties, Mr. Mace gave a most delightful entertainment, the pictures being greatly admired, and the comic ones can sing roars of laughter.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

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Kwok Ching-tan	50
Lo Ye Shing	10

TELEGRAMS.

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[DAILY PRESS] EXCLUSIVE SERVICE.]

PLAQUE AT YOKOHAMA.

TOKYO, May 17th.

The pest has broken out at Yokohama, and several fatal cases are reported.

THE BRITISH SQUADRON.

TOKYO, May 17th.

The British China Squadron, under the command of Admiral Lampton, has left Yokohama for Nagasaki.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

THE KAISER'S VISIT TO VIENNA.

LONDON, May 16th.

The Press of Berlin and Vienna emphasize the splendid prestige of the Triple Alliance and insist strongly on its peaceful purpose.

THE PARIS STRIKE.

LONDON, May 16th.

The strikers among the postal employers in Paris have been reduced to 400.

It is expected that the service will be normal to-day.

Dismissals continue.

LONDON, May 17th.

The Paris Postal strike is practically over.

There are now only 167 absentees from the Postal Department in the city.

JAPANESE ROYALTIES ABROAD.

LONDON, May 17th.

Their Imperial Highnesses Prince and Princess Nashimoto have left Vienna.

LORD AND LADY ROBERTS' GOLDEN WEDDING.

LONDON, May 17th.

All the papers publish sympathetic stories and biographies of Lord and Lady Roberts on the occasion of their golden wedding to-day.

[FROM THE "CARLETON-NEWS-AMERICAN".]

PORTO RICAN AUTONOMY RESTRICTED.

WASHINGTON, May 11.

The Jevian thunderbolt has been launched against the politicians of Porto Rico. In a special message to Congress to-day, President Taft reviewed the recent acts of the lower house of the Porto Rican legislature and declared that that body had shown itself unworthy of the functions conferred upon it by the United States and its members unappreciative of the liberties won for them by the American people.

In view of this the executive recommended that Congress amend the act constituting the Government of Porto Rico so as to deprive the lower house of all authority over financial matters and materially narrow the scope of the autonomy accorded the island.

Washington, May 14.

The message sent to Congress by President Taft about the situation in Porto Rico came as a thunderbolt out of a clear sky to the islanders. There seemed to have been no thought on the part of the assembly that the United States could do other than yield to their demands or allow the deadlock to continue. The President's recommendation that the lower house of the legislature be deprived of some of its power dumbfounded the leaders. Their first consternation has given way to anger. They are now greatly incensed at the President and mutterings of rebellion are heard throughout native political circles.

OPIUM PENALTIES IN THE PHILIPPINES.

A minimum fine of P30⁰ and a minimum of imprisonment of three months for those persons found in the illegal possession of opium or convicted of its illegal use has been imposed by a bill approved last week by the Philippine Commission.

Up to the present the law has provided a maximum penalty, with the result that in the use of their discretionary power some judges have imposed very low penalties upon persons found with the drug in their possession and convicted of having made illegal use of it. The new provision, should it meet with the approval of the lower house, to which it has been sent, will strike fear in the hearts of those who have up to the present broken the law with impunity. The purpose of the bill is to make the punishment an effective one and not merely a license to illegally traffic in and use the prohibited drug.

AN ENGINEERING TRIUMPH.

BEACON HILL TUNNEL PIERCED.

The Beacon Hill tunnel was pierced at 5.30 p.m. yesterday afternoon, several months before the estimated time. The railway staff are justly jubilant over the feat, for, as His Excellency the Governor observed at the last meeting of the Legislative Council, it is a novel undertaking in this part of the world. While we may moan over the unreliability of the original estimates of the cost, everyone will appreciate the engineering feat which has been accomplished.

The Beacon Hill tunnel was started about January, 1907, and though the excavators juctured yesterday the tunnel will not be completed until the end of the year. It is satisfactory, however, to learn that notwithstanding the many difficulties which had to be surmounted, both as regards labour and explosives, excellent progress has been made. This is largely due to Mr. Waite, the tunnel superintendent, whose extensive knowledge of tunnelling has enabled him to proceed at a rapid pace. Incidentally, it may be mentioned that the Waite family claim an unbroken record of four generations who have worked for the public in the construction of ways and means of transport. In February, 1908, the Governor announced that the expenditure on the tunnel exceeded the estimate for the previous year by \$193,977. This was accounted for by more costly labour than was anticipated, and by the large quantity of explosives it was found necessary to use by reason of the fact that in the first thousand yards from each face of the tunnel a semi-decomposed granite was encountered for which explosives were practically useless, but which was too hard to be removed by pick and shovel. After cutting their way through this, the excavators were confronted with exceedingly hard rock.

On September 11th of last year the tunnel heading from north and south had reached a total of 4,603 feet out of 7,212 feet, progress being at the rate of nearly ten feet per day. Then the hardness of the rock encountered reduced the progress. From the beginning of the tunnel on January 1st, 1907, until the end of that year the average progress per week was 40.27 feet, while last year it was 65.15 feet. During 1908, 3,544 feet were driven, making a total of 5,644 feet, 2,528 being driven from the south, and 3,116 from the north side. The material through which the heading was driven at the south side was much more variable than that at the north, in some places wet running sand being met, which added greatly to the expense and caused considerable delay.

The cost of the tunnel driving, according to the report of the Chief Resident Engineer, was very much reduced during 1908, due to better organisation made possible by co-operation getting more trained to the work. Nevertheless, the tunnel is expected to cost nearly a million more than last year's estimate. And this notwithstanding that it was found to be 44 feet less in length than was anticipated. In 1907 the heading of the tunnel cost \$184, but this was subsequently reduced to \$70.04. Enlarging in the same year cost \$275 per foot, and this has now been reduced to \$140.36. Breaking-in now costs \$13,554 as against \$221 in 1907.

The cost of the Beacon Hill tunnel is placed at not less than a third of the total cost of the railway, but its completion marks the surmounting of the greatest difficulty that will be encountered on the Kowloon-Canton line. It is expected that the tunnel will be lined and finished by the end of the year, and that the permanent way will be laid and the line opened in May 1910. Fourteen months later it is confidently anticipated that through trains will be running to Canton.

HERO DECORATED AT MACAO.

On Sunday at Macao shortly after 12 o'clock noon the Police force was

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG CINEMATOGRAPH.

OPPOSITE CENTRAL MARKET.
Under New Management.

FROM 9.15 TO 11.15 P.M.

TO-NIGHT! TO-NIGHT!

FOR A FEW NIGHTS ONLY.

PROFESSOR VICENTE KEMPPY, the only Man in the World who is ABSOLUTELY GLASS PROOF, will appear TO-NIGHT in his marvellous BARE FOOT DANCE.

FOR PROGRAMME AND PRICES
SEE HAND BILLS.

The Management invites any Doctor or any Member of the Public who wishes to examine the foot and the back of Professor VICENTE KEMPPY, to come on the stage before or after each performance and do so. The glass eating may also be closely scrutinized by anybody who wishes to do so on the stage.

Hongkong, 18th May, 1909. [745]

IN THE MATTER of the estate of GABRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria, in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Stevedore, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING,
Solicitor for the Official Administrator,
No. 12, Queen's Road, Central,
Hongkong.

746] INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSUNG."

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impacting the discharge or remaining on board after 4 P.M. the 18th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD.

General Managers.

Hongkong, 17th May, 1909. [16]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND SRAITS.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 17th May, 1909. [1]

NEW ADVERTISEMENT

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO. LTD.

Agents.

Hongkong, 17th May, 1909. [744]

WANTED.

LADY returning to England desires a EUROPEAN NURSE to take charge of an infant on the voyage.

Apply by letter— 716,

Care of "Daily Press" Office.

Hongkong, 17th May, 1909. [745]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907
£16,114,624.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0

II. Fire Funds 3,065,374 15 7

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO., Agents.

Hongkong, 21st July, 1909. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1909. [415]

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1909. [504]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1909. [504]

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of SENF'S ILLUSTRATED

POSTAGE STAMP ALBUMS.

of Latest Edition, from \$1.75 to \$16 Each.

STORY CORN SEEDS.

Inspection Invited.

Hongkong, 26th October, 1909. [623]

AUTOMATIC BROWNING POCKET PISTOLS.

PUBLIC COMPANIES

THE PARIS TOILET COMPANY, LTD.

NOTICE

THE THIRD GENERAL MEETING of SHAREHOLDERS will be held on SATURDAY, the 22nd inst., at 12.30 P.M. at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 19th May, to SATURDAY, the 5th June, both days inclusive.

APPLY TO—

PERCY SMITH & SETH,

General Managers.

Hongkong, 15th May, 1909. [741]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE

THE SHARE CERTIFICATE, No. 2915, for Ten Shares numbered 1914/1915 inclusive, fully paid up, standing at the Register in the name of AUGUSTE PIERRE MARIE, deceased, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, Queen's Buildings, Victoria, Hongkong, before the 27th May, 1909, a new Certificate for the said shares will be issued and the old Certificate null thereto be held by the Company as null and void.

By Order of the Board of Directors.

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 28th April, 1909. [669]

TO LET

TO LET

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet and with 255 feet Sea Frontage, Especially suited for Storage of Coal, Timber, &c.

APPLY TO—

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 18th January, 1909. [103]

TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK.

To Let Furnished for 8 months or longer.

APPLY TO—

JOHNSON, STOKES & MASTER,

Solicitors,

8, Des Voeux Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nai Chong Road.

A HOUSE in RIPPON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL,

at floor.

OFFICES IN YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

APPLY TO—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1909. [97]

TO LET.

A TERRACE, Furnished or Unfurnished.

APPLY TO—

H. E. POLLOCK,

18, Bank Building.

Hongkong, 20th March, 1909. [494]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL

(Shop). Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable

for Office and Godown).

PREMIUM BONDS

We are the largest dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £5 to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"
FROM DEMBAY, COLOMBO AND
STRAITS.

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This vessel brings on cargo—

From London, &c., ex.s.s. "Mooltan,"
From Australia ex.s.s. "Mongolia,"

From Calcutta, ex.s.s. "Sicilia,"

From Persian Gulf, ex. L. S. N. and

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 12th May, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENLOMONT"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th May, 1909.

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FROM EUROPE.

THE H.A.L. Steamship

"SILVIA"

Captain Porcellini, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th May, 1909.

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NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"BINGO MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 20th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 13th May, 1909.

[737]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST,

BY CHAS. J. HAZCOME

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwai-han, is dedicated to Sir ROBERT HART, G.C.M.G. and DR. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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[607-2]

FREE TRADE AND UNEMPLOYMENT.

THE TRUE CAUSES OF BRITAIN'S COMMERCIAL PROGRESS.

In the course of an article in *Blackwood's Magazine*, Sir Nathaniel Dunlop, the Glasgow shipowner, writes of the supposed influence of imports on exports. He says: Many are at a loss to account for the extraordinary and varying difference between the value of imports and exports, and to explain how the excess value of imports over exports is paid for. The total value of goods imported during 1908 amounted to £53,140,723, and the exports £37,219,579—a difference of £15,921,144.

The respective figures for 1907 were £64,507,942 and £42,635,083—a difference of £21,872,859.

If one looks at these figures, it is obvious that there can be no interdependence in the volumes of imports and exports. For if such dependence really existed, and the demand for the production of goods for export grew with an increase in the volume of imports, the imports would exercise this influence on the £21,872,859, and the value of the exports does not meet, and which the country has to provide otherwise to square the reckoning; and one has only to consider whence these £21,872,859 are derived to perceive the absurdity of the doctrine.

Those who have given attention to the subject know that this excess is not all met by direct money payment. They know broadly from what other sources it is provided, although unable to trace them in detail. They know that inward sea-carriage earned by the British shipowner forms part of them, and helps to swell the official valuation of commodities imported, and that corresponding earnings do not enter into the recorded value of exports, so that exports meet a greater amount of the cost of imports than is shown in statistical tables; but this goes only a small way to square the account. They also know that, in the processes of trade, other revenues earned abroad contribute along with the value of the country's exports to meet the cost of imports. Of these, there are trading profits belonging to British owners derived from foreign commercial undertakings, dividends from investments in foreign Government and foreign railway stocks, and interest from foreign loans—returns in short, from British capital profitably invested at home. No one can believe that any of these sources of revenue can in any way be increased by an increase in the volume of the country's imports or can be affected one way or another by what is spent on imports.

Ho says: Britain's commerce and prosperity are not due to Free Trade. General prosperity must depend upon the full and profitable employment of the people, and the utilisation to the utmost of the country's own resources.

Under the changed conditions of home and foreign trade which a well-adjusted import tariff would produce, the channels of trade may somewhat change, but the volume passing through them, if associated with reciprocity, is bound to grow, possessed as Great Britain is of capital, of the best appliances, and of abounding skilled labour.

A nation of producers obviously cannot be producers of commodities made elsewhere.

If home employment in the production of commodities is to be fostered, measures must be taken to regulate imports so that the greatest possible amount of employment for the people at home may be secured.

If it be desired to encourage between nations an interchange of their manufactures, the principle of "give and take" as between the nations is the only sure method of doing justice to both.

It is besides a step towards universal Free Trade, which is above all else to be desired.

In view of what has been said one wonders how the modern Free Trade doctrines have such a hold on the minds of Ministers. They seem to believe that if one door is closed another is bound to open; that the closed door of the United States produced the open door of Argentina—wide Mr. Asquith's late speech. It is difficult to understand how such nonsense is believed. But there is something to excuse it: the vastness of British trade has given a measure of plausibility to the economic teaching by which they have been guided, and a crumb of comfort is said by them to dwell in what is called the mystery of "three-cornered trade." Trade statistics show that British imports and exports surpass in volume those of other nations, and it is imagined that we owe this to the country's Free Trade policy. Holding this view as they do, it is not unusual that His Majesty's Ministers should advise their Government to act as we in these markets, without contributing a farthing to our national purse or to that of our Colonies from the profits of such trading.

Our rivals are also free from some of the trading responsibilities that are imposed by Government on our own traders. In short, they come and live at the tables which we provide without reciprocating in any way or giving us welcome at theirs.

BURMA OIL FIELDS.

A correspondent of the *Times of India* sends the following interesting note on the oil fields of Burma:

One of the most remarkable industrial features of Burma during the past few years has been the rapid development in the production of petroleum. The most causal factor to the oil fields cannot fail to impress with the stupendous advance which this industry has reached during the past few years and the effect it is bound to have on the commercial future of Burma has long since passed beyond the problematical stage.

New companies are being formed to drill the fields at Yanangnya; new wells are being expeditiously bored, and there still remains immense reserves as yet untapped amply sufficient to supply the markets of the East for an indefinite number of years to come. The Burma Oil Company is now pumping monthly over 2,000 million gallons of crude oil from the pumping stations of Nyaungtha and Chauk to their Rangoon refineries. The river transportation facilities are worked to their utmost capacity and still the demand far exceeds the ability of the producers to supply it. The new line of steamers which has recently been floated will doubtless relieve the situation somewhat, but the transportation facilities are still inadequate.

Whether the concerns at present operating in Burma will eventually merge into a syndicate similar to the Standard is a question too remote for present discussion, but there is no doubt that the interests of the Standard in the East are seriously menaced by the great increase in local production, coupled with the adulteration of the dear oil now widely prevalent in Burma.

Among the new companies which have been formed to exploit the fields the Twinkas is the probable the strongest. This company is a distinctively British concern and one of the clauses in its charter prohibits the holding of shares by other than British subjects. This clause is said to be officially inspired and is probably directed against the American octopus, with the object of excluding the Standard from the Burma producing area. Twinkas have the additional advantage of operating their own refineries, and in this connection it is interesting to note that sulphuric acid, which is largely used in refining oil, has hitherto been imported from home at great risk and waste, will in future be locally manufactured.

The fact that crude oil is now being used by the British Navy as fuel, owing to the valuable space economy, and the probability of other navies following the example, opens up another prospect of great importance in oil production as does the manufacture of brackets, the new popular form of compressed fuel, of which crude oil is said to be officially inspired and is probably directed against the American octopus, with the object of excluding the Standard from the Burma producing area.

The Crimson War and the Indian Mutiny, although they had a disturbing effect on the nation, had many compensations. They stimulated trade by the demands they made for army and navy supplies. The distribution of money among manufacturers engaged in the production of these was most helpful, although the money figured later as National Debt.

But the great stimulus to Britain's trade during the period named was given by the Civil War in America, which removed from the seas America's great merchant fleets, which were competitors with ours both in home and foreign trade. Britain became absolutely supreme in shipping, and this position it has ever since maintained. The Civil War delayed for years the development of manufacturing industries in the United States, and enabled us to serve the markets in which they before competed with us, including even their own.

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SHIPPING IN PORT.

STEAMERS.

AMADA, British str., 1,346, A. W. Outerbridge, 14th May—Manila 17th May, General—Matheson & Co.

ANHUT, British str., 1,350, J. Meathord, 12th May—Shanghai 9th May, General—Outerbridge & wire.

BUNJUN MARU, Japanese str., 1,304, Y. Fusano, 16th May—Swatow 14th May, General—Osaka Shōsō Kai-sha.

CHIRUN, British str., 1,199, F. Mooney, 12th May—Tientsin, Chefoo & Wei-hai-wei 5th May, General—Jardine, Matheson & Co.

CHIYU MARU, Japanese str., 7,250, W. W. Green, 14th May—San Francisco 16th April, General—Tientsin 12th May.

CHIYU MARU, Japanese str., 1,177, C. Stewart, 13th May—Sh

SHIPPING.

ARRIVALS.

ANTLOCHUS, British str., 5,796, G. D. Key, 17th May—Manila 15th May, General—Butterfield & Swire.
CHILDAL, Norwegian str., 1,047, Nielsen, 17th May—Bangkok and Sutatow 16th May, Rice—Chinese.
CHINHUA, British str., 1,348, A. Harris, 6th May—Shanghai 13th May, General—Butterfield & Swire.
HOPSON, British str., 1,359, J. M. Hay, 16th May—Lahsun 10th May, Coal—Jardine, Matheson & Co.
KINTUCK, British str., 2,996, A. G. R. Paddle, 16th May—Amar 15th May, General—Butterfield & Swire.
KUTSANG, British str., 3,000 K. C. D. Bradley, 16th May—Calcutta 2nd May, General—Jardine, Matheson & Co.
KWONGSAM, British str., 1,146, W. P. Baker, 17th May—Sutatow 16th May, General—Jardine, Matheson & Co.
PONTOON, German str., 998, W. Befel, 17th May—Bangkok 10th May, Rice—Butterfield & Swire.
SAINT PATRICK, British str., 2,693, J. Fortay, 16th May—New York 23rd March, General—Doddwell & Co.
SOCOTRA, British str., 3,896, F. G. Andrew, 16th May—London 8th March, Cotton—P. & O. S. N. Co.
YUENNGANG, British str., 1,128, P. H. Rolfe, 17th May—Manila 14th May, General—Jardine, Matheson & Co.
ZAPFO, British str., 1,625, Rodger, 17th May—Manila 15th May, General—Sheau, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
17th May.
Chihua, British str., for Canton.
Kintuck, British str., for Manila.
Kuonang, British str., for Shanghai.
Kuonang, British str., for Canton.
Maucharia, American str., for Shanghai.
Namar, British str., for Yokohama.
Socotra, British str., for Yokohama.
Singan, British str., for Hajlow.

DEPARTURES.

17th May.
AMIGO, German str., for Manila.
HUPEN, British str., for Canton.
LYSDORF, German str., for Palenbang.
PALEMBANG, Dutch str., for Palenbang.
TSINTAU, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Kwonggang* reports: Mod. N.E. winds, high sea cloudy.
The British str. *Zafiro* reports: Light breeze and fine clear weather as far as lat. 18° N from thence to port fresh breeze dull and overcast.
The British str. *Kidane* reports: Light Southerly airs with smooth sea to the 18th parallel, thence moderate N.Easterly wind and sea till arrival.
The British str. *Chinhua* report: Fresh N.Easterly wind with continuous drizzling rain from the Yangtze River to Turnabout, from there to port moderate Northwesterly winds fine weather.

VESSELS IN DOCK.

May 17th.
ABERDEEN DOCK.—
KOWLOON DOCK.—Y. Sontau, Scandia, Sui
Thi.
COSMOPOLITAN DOCK.—

TAIKO DOCK—Lian, Tamsui, Shantung,
Maple Leaf, Korat, Chiy Maru.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"CHINA,"
Captain Bergulin, will be despatched as above
on or about 25th inst.

This Steamer has capital accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Princes' Buildings.

Hongkong, 5th May, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH, AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS,

THE Steamer

"OCEANA,"
Captain T. H. Hide, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
29th May, at NOON, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "VICTORIA," 6,500
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "OCEANA" due
in London on the 2nd July, 1909.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 17th May, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 18th Inst.
LONDON & ANTWERP	GLENLOGAN	Brit. str.	—	McGregor Bros. & Gow	McGREGOR BROS. & GOW	On 25th Inst.
LONDON & VARIOUS PORTS OF CALL	OCEANIA	Brit. str.	—	P. & O. S. N. Co.	McGREGOR BROS. & GOW	On 29th Inst., at Noon.
ROTTERDAM, HAMBURG, & ANTWERP	BERGLAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINER	On 21st Inst.
BREMEN, HAMBURG & ROTTERDAM	SUEVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINER	On 8th June.
HARVE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINER	On 22nd Inst.
MARSEILLE, HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINER	On 17th June.
MARSEILLE, &c., VIA PORTS OF CAL	SCANDIA	Swed. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINER	On 22nd June.
MARSEILLE, &c., VIA PORTS OF CAL	CANTON	Fr. str.	—	Sellier	MELCHERS & CO.	Middle of June.
MARSEILLE, &c., VIA PORTS OF CAL	OCHEANIA	Fr. str.	—	S. J. G. Parsons	MESSAGERIES MARITIMES	On 25th Inst., at 1 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	LYO MARU	Jan. str.	k. w.	N. Nielsen	NIPPON YUSHI KAISHA	On 26th Inst., at D'light.
MARSEILLE, &c., VIA PORTS OF CAL	SILVIA	Jan. str.	k. w.	Porzilas	NIPPON YUSHI KAISHA	On 9th June, at D'light.
MARSEILLE, &c., VIA PORTS OF CAL	TRISTE	Jan. str.	k. w.	F. F. Cope	NIPPON YUSHI KAISHA	On 2nd July.
MARSEILLE, &c., VIA PORTS OF CAL	NEW YORK	Aust. str.	—	G. Meinors	NIPPON YUSHI KAISHA	About 2nd June.
MARSEILLE, &c., VIA PORTS OF CAL	VANCOUVER VIA SHANGHAI-JAPAN, &c.	Brit. str.	2 m.	T. John George	TOYO KISEI KAISHA	On 1st June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	Brit. str.	1 m.	G. W. Elidy	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	Brit. str.	1 m.	H. G. Walker	DODWELL & CO.	About 25th Inst.
MARSEILLE, &c., VIA PORTS OF CAL	ALDENHAM	Brit. str.	—	H. Petersen	CANADIAN PACIFIC R. CO.	About 18th June.
MARSEILLE, &c., VIA PORTS OF CAL	NIKKO MARU	Brit. str.	—	F. L. Sommer	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	CHANGSHA	Brit. str.	—	T. Harrison	NIPPON YUSHI KAISHA	On 25th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	KUMANO MARU	Brit. str.	—	E. Gathemann	NIPPON YUSHI KAISHA	On 3rd June.
MARSEILLE, &c., VIA PORTS OF CAL	PEINZ WALDEMAR	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 28th Inst., at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	KOBE	Brit. str.	—	M. Yagi	NIPPON YUSHI KAISHA	On 11th June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	KOBE	Brit. str.	—	N. Mathieson	BUTTERFIELD & SWIRE	On 15th June, at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	AMABA	Brit. str.	—	F. E. Andrew	NIPPON YUSHI KAISHA	On 9th July, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	KAWACHI MARU	Brit. str.	—	H. G. Walker	MELCHERS & CO.	About 29th Inst.
MARSEILLE, &c., VIA PORTS OF CAL	KAMO MARU	Brit. str.	—	H. Petersen	JARDINE, MATHERSON & CO., LTD.	About 18th Inst.
MARSEILLE, &c., VIA PORTS OF CAL	KUMANO MARU	Brit. str.	—	F. L. Sommer	NIPPON YUSHI KAISHA	On 28th Inst., at 5 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	TIJILWONG	Brit. str.	—	N. Mathieson	NIPPON YUSHI KAISHA	On 9th June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	KWONGSAM	Brit. str.	—	T. Harrison	DODWELL & CO.	On 21st Inst., at D'light.
MARSEILLE, &c., VIA PORTS OF CAL	CHIENHSIEN	Brit. str.	—	E. Gathemann	NIPPON YUSHI KAISHA	On 21st Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	WEIHAIWEI, CHEFOO & TIENSIN	Brit. str.	—	M. Yagi	GIBB, LIVINGSTON & CO.	On 28th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI VIA SWATOW	Brit. str.	—	N. Mathieson	NIPPON YUSHI KAISHA	On 11th June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	Brit. str.	—	F. E. Andrew	BUTTERFIELD & SWIRE	On 9th July, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	H. G. Walker	MELCHERS & CO.	About 18th Inst.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	H. Petersen	JARDINE, MATHERSON & CO., LTD.	To-morrow, at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	F. L. Sommer	NIPPON YUSHI KAISHA	On 28th Inst., at 5 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	N. Mathieson	NIPPON YUSHI KAISHA	On 9th June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	T. Harrison	NIPPON YUSHI KAISHA	Quick despatch.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	E. Gathemann	JAVA-CHINA-JAPAN LINER	On 1st June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	M. Yagi	GIBB, LIVINGSTON & CO.	On 15th June, at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	N. Mathieson	NIPPON YUSHI KAISHA	On 9th July, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	F. E. Andrew	BUTTERFIELD & SWIRE	About 29th Inst.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	H. G. Walker	MELCHERS & CO.	On 20th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	H. Petersen	JARDINE, MATHERSON & CO., LTD.	On 20th Inst., at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	F. L. Sommer	NIPPON YUSHI KAISHA	On 20th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	N. Mathieson	MELCHERS & CO.	On 25th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	T. Harrison	DODWELL & CO.	On 25th Inst., at D'light.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	E. Gathemann	NIPPON YUSHI KAISHA	On 25th Inst., at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	M. Yagi	GIBB, LIVINGSTON & CO.	On 11th June, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	N. Mathieson	NIPPON YUSHI KAISHA	On 15th June, at 4 P.M.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	F. E. Andrew	BUTTERFIELD & SWIRE	On 9th July, at Noon.
MARSEILLE, &c., VIA PORTS OF CAL	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	H. G. Walker	MELCHERS & CO.	About

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
KOBE	SOCOTRA	About 18th May	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	PERA	About 19th May	Freight only.
SAYD AND MARSELLES	Capt. W. W. Cooke, R.N.R.		
SHANGHAI	DELHI	About 27th May	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 29th May	See Special Advertisement.
SHANGHAI, MOJI, KOBE SIMLA YOKOHAMA	SIMLA	About 4th June	Freight and Passage.
	Capt. C. D. Goldsmith, R.N.R.		
For further Particulars, apply to	E. A. HEWETT, Superintendent.		
Hongkong, 18th May, 1909.			[1]

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 18th May, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 20th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 20th May, 4 P.M.
NEWCHWANG	"KWEIYANG"	On 21st May, 4 P.M.
SHANGHAI	"CHENAN"	On 23rd May, 4 P.M.
MANILA	"TAMING"	On 25th May, 3 P.M.
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
MANIL	"ANHUI"	On 30th May, 4 P.M.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY,	"CHANGSHA"	On 15th June, 4 P.M.
with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
SS. "LINTAN" and SS. "SANUL."		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.		
REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		
EAST SHANGHAI LINE		
EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.		
N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.		
TELEPHONE 36.		
For Freight or Passage apply to—	BUITERFIELD & SWIRE, AGENTS.	[11]
Hongkong, 18th May, 1909.		

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEIHAI-WEI & CHEFOO	"CHIPSHING"	Tuesday, 18th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 18th May, 3 P.M.
SHANGHAI VIA SWATOW	"WINGSANG"	Wednesday, 19th May, Noon.
KOBE	"AMARA"	Wednesday, 19th May, 4 P.M.
SHAHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Thursday, 20th May, Noon.
SHANGHAI	"KWONGSANG"	Thursday, 20th May, 4 P.M.
MANILA	"YUENSANG"	Friday, 21st May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 22nd May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Tuesday, 25th May, Noon.
MANILA	"LOONGSANG"	Friday, 28th May, 4 P.M.
RETURN TOURS TO JAPAN.		
Occupying 24 DAYS.		
The Steamers "KUTSANG", "NAMSANG" and "FOONSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.		
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.		
Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.		
For Freight or Passage apply to—	JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.	[16]
Hongkong, 18th May, 1909.		

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

FOR	LENVIAG.	TUESDAY, 18th May,
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	at 1 P.M.
Capt. A. E. Hodges		
"HAIMUN,"	SWATOW	WED'DAY, 19th May,
Capt. Evans		at 1 P.M.
"HAICHING,"	SWATOW, AMOY & FOOCHOW.	FEIDAY, 21st May,
Capt. Passmore		at 1 P.M.
FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).		
For Freight and Passage apply to—	DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.	[10]
Hongkong, 18th May, 1909.		

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO.'S S.S.

SHANGHAI VIA SWATOW ("BUJUN MARU")

AMOY & FOOCHOW

Capt. Y. FUENO

SUNDAY, 23rd May,

at 10 A.M.

TAMSUI VIA SWATOW ("DAIGI MARU")

& SWATOW

Capt. H. MURAYAMA

WED'DAY, 26th May,

at 10 A.M.

ANPING VIA SWATOW ("SOSHU MARU")

& AMOY

Capt. K. Sugi

LEAVING

WED'DAY, 19th May,

at 10 A.M.

ZAFIRO

2540

R. Rodger

Manila

On 22nd May, Noon.

RUBI

2540

R. W. Almond

Manila

On 29th May, Noon.

For Freight or Passage apply to—

T. ARIMA, Manager.

Hongkong, 18th May, 1909.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unravelled Table.

Taking cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1909.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 18th May, 1909.

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Larantine, Black Sea and Baltic Ports.

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BELGRAVIA 21st May

FOR HAVRE & HAMBURG:

S.S. SILESIA 22nd May

FOR BREMEN, HAMBURG & ROTTERDAM:

S.S. SUEVIA 8th June

FOR HAVRE & HAMBURG:

S.S. SENEGAMBIA 17th June

FOR HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA 22nd June

FOR MARSEILLES, HAVRE & HAMBURG:

S.S. SILVIA 2nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 17th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.

VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1909.

S.S. HONGKONG MARU 6000 tons gross Sail June 1st, at Noon.

S.S. MANSHU MARU 5000 " " July 1st, at Noon.

S.S. AMERICA MARU 6000 " " Aug. 30th, at Noon.

S.S. HONGKONG MARU 6000 " " Oct. 26th, at Noon.

S.S. MANSHU MARU 5000 " " Dec. 10th, at Noon.

For particulars apply to—

K. MATSUDA, Manager.

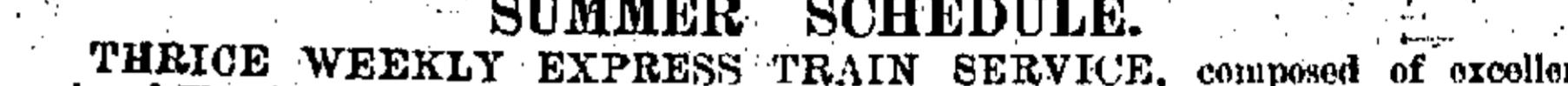
TOYO KISEN KAISHA, York Building.

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Hongkong, 5th May, 1909.

[14]

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed

